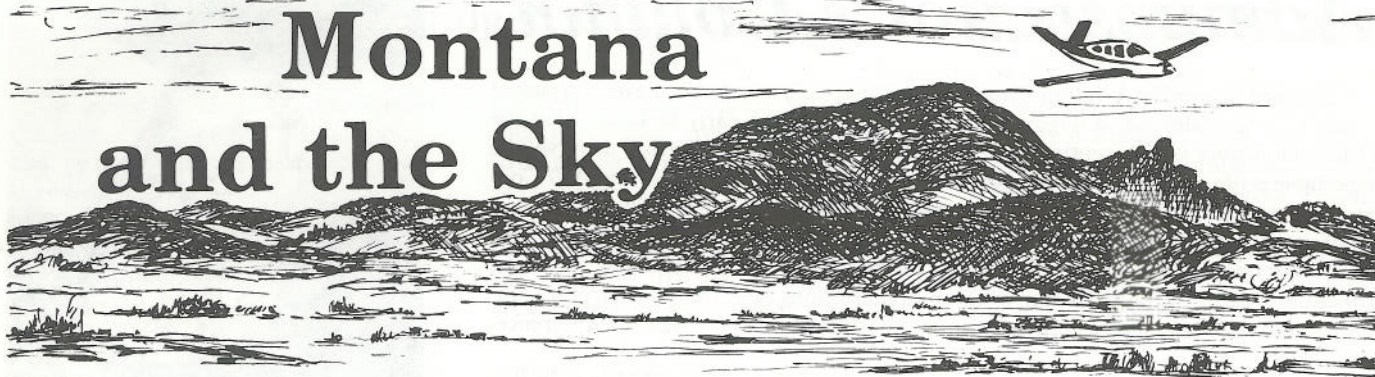


Montana and the Sky



Vol. 37, No. 4

MONTANA AERONAUTICS DIVISION

April 1986

DIVISION BEGINS SYSTEM PLAN UPDATE

**By: David C. Kneedler, Chief
Airport/Airways Bureau**

The main purpose of this article is to make you aware of and ask for your help in a major work project we are gearing up for - an update of the Montana State Aviation System Plan. The plan was last updated in 1982.

Although we have yet to receive formal FAA concurrence, the consultant selection process is virtually complete. After extremely close balloting, a seven-member selection committee voted to retain the consultant team of Robert Peccia and Associates of Helena and Cress and Associates, Inc., Lexington, Kentucky.

Although we are still refining a work scope and have not formally coordinated a finished product with the Federal Aviation Administration, we hope to do some innovative things during this effort which go somewhat beyond some of the work elements we think of in connections with traditional system planning. We want to examine the historic impact of deregulation in Montana and attempt to predict the future of essential air service in our state. We would attempt to gauge the impact of Loran C on our navigation system and also examine the potential of non-precision approaches using the Loran C system. We would like to further study and publicize the economic benefits in aviation in Montana using the recently completed, and very good, study effort undertaken by the Montana Airport Management Association.

To ensure maximum exposure of certain crucial portions of this study effort, we

hope to produce four separate reports for wide public dissemination in addition to the final comprehensive system plan report which would include the four previously published "mini-reports." Those four separate publications would include: the Effects of Deregulation, Economic Benefits of Aviation in Montana, Legislative Report (Legislative recommendations package), and an Executive Summary. We also hope to develop a video tape telling of the benefits of aviation in Montana for use at civic clubs, etc.

Although we expect the full update effort to be completed in 12 months, certain elements of that study will be extremely time critical. These elements which will provide materials to the 1987 legislature must be completed and published by the end of November at the latest. These would include the Effects of Deregulation report, the Economic Benefits report, and the legislative recommendations package, which, unfortunately, together represent a major portion of the overall task.

Although a final cost figure has not been negotiated, it appears at this point the complete project would amount to something over \$200,000. Ninety percent of that will be in the form of an FAA grant with the Aeronautics Division, as sponsor, responsible for the remaining 10%. We hope to be able to provide that 10% through force account, or "in-kind" work, thus avoiding the necessity of paying out cold, hard cash.

Finally, we want to emphasize the need for the active participation of Montana's aviation community in this update effort. We began the involvement of the private

sector and aviation community with the formation of a consultant selection committee, five members of which were from either of these segments. We will continue that involvement with the formation of a technical advisory committee which will be charged with the reviewing the consultant's work at certain critical points throughout the study. In addition, the advisory committee review sessions will also function as public meeting, open to anyone interested.

We also solicit your ideas and thoughts on any of the foregoing or anything else in connection with the Montana State Aviation System Plan. As a minimum, we will continue to update you periodically through Montana and the Sky, and we are sincere in soliciting your interest and input.

Expo GA Guide Available

If you are planning to go to Expo this summer by air, you will be interested in the Expo '86 General Aviation Guide provided to us by Mr. Harry Fallis, regional manager of Aviation Safety Programs for Transport Canada.

The Guide contains maps, licensing requirements, customs rules, and other information on flying into and through Canada and the Vancouver area.

For a copy of the booklet, call or write the Aeronautics Division at Box 5178, Helena 59604, 444-2506. There is no charge.

Administrator's Column

Combined Statewide Aviation Conference. This year's Conference even surpassed last year's - which also was a huge success. Although it is too early to know what the net financial picture is, Convention Chairman Steve Vold is optimistic that there will be a respectable profit to distribute to the participating aviation organizations. The 1987 Conference site and dates have not yet been determined, but a committee is looking at several alternatives. I hope we will be able to have this all nailed down by next month. I wish to take this opportunity to again express, on behalf of the Aeronautics Division, Aeronautics Board, the participating aviation organizations, and the 1986 MATA Conference Committee our sincere gratitude for your participation in this year's Conference.

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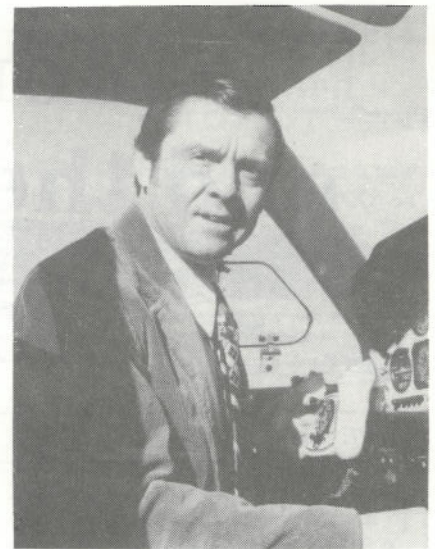
Lewistown Flight Service Station Closure. We received a notice on March 26 that the FAA is going to close the Lewistown Flight Service Station between the hours of 2200 and 0600 daily. The notice was issued March 24 and is effective March 28. I'm getting so frustrated over the FAA's continued "chipping away" and degradation of FSS services in our state that I sometimes wonder if they (the FAA) wouldn't just be better to contract the whole program out to the private sector and get out of the business altogether. The FAA promised not to reduce services and that the new consolidated FSSs would not take over operations until the services they can provide are "as good or better" than those provided by the individual FSSs we now have. I believe that part-timing FSSs is reducing services !!! It's also a fact that we do not have a consolidated FSS in Montana at this time. I also know that if they (the FAA) continue breaking the first part of their promise by reducing services as they are now doing, they will have no problem with meeting the second part of their promise in opening the new consolidated FSS because, by that time, anything will be better than we will then have. **CERTAINLY THERE WILL BE AN IMPROVEMENT !!!**

* * * *

VASI, PAPI, or PLASI. Which is best? The FAA says Precision Approach Plan Indicator (PAPI) is and will NOT allow any Aviation User Trust Fund money to be spent on Visual Approach Slope Indicator (VASI) or Pulse Light Approach Slope Indicator (PLASI). This brings about some serious questions, especially in view of the results of the contradictory U.S. Air Force test results. The USAF has conducted the ONLY true side-by-side scientific evaluation tests using highly trained and experienced instructor pilots. The USAF tests did, however, report that their pilots found both the PAPI and PLASI to be easily identifiable and there was no confusion recognizing either system and, therefore, should permit freedom of choice. Further, it's interesting to note that the state of New Mexico Aeronautics Division has established a grant program to promote airport safety by funding the Pulse Light Approach Slope Indicator (PLASI) (exclusively) system for airports. You ask why the FAA has taken such a strong position dictating only the PAPI when other agencies who are experts in the same field disagree ??? I TOO ASK WHY ???

* * * *

Aviation Users Trust Fund. We have received information from the latest Treasury Department report that as of the end of 1985 the Aviation Users Trust Fund stood at a record of \$7.8 billion. Further, during the month of December alone the government collected over \$530 million in aviation user taxes and spent only \$309 million from the User Trust Fund for aviation purposes. Senator Nancy Kassebaum has introduced legislation (S. 1979) to exempt the Aviation User Trust Fund from Gramm-Rudman-Hollings cuts. She said that the Department of Transportation's proposal to reduce FAA capital spending while diverting from the Trust Fund to pay 75% of FAA's cost of operations and maintenance (including FAA employee salaries) is a violation of trust of the aviation community which paid the user taxes to fund the needed improvements and expansion of our nation's aviation system. Hopefully, we can all play an important part to help Senator Kassebaum's S.1979 bill get passed by letting our Congressional delegation know our feelings.



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'86 Conference Judged Great Success

The second Montana Statewide Aviation Conference was judged an unqualified success by the over 450 participants who attended.

The Conference, co-sponsored by the Montana Aeronautics Division and Montana's aviation organizations, was hosted this year by the Montana Aviation Trades Association. Forty-six aviation industries from throughout the United States filled the 50 available booth spaces with aviation related exhibits.

Beginning with a kick-off luncheon on Thursday, March 13th, at which Admiral Donald Engen, administrator of the FAA, was guest speaker, the Conference proceeded through two and a half days of meetings, informational sessions, and entertainment.

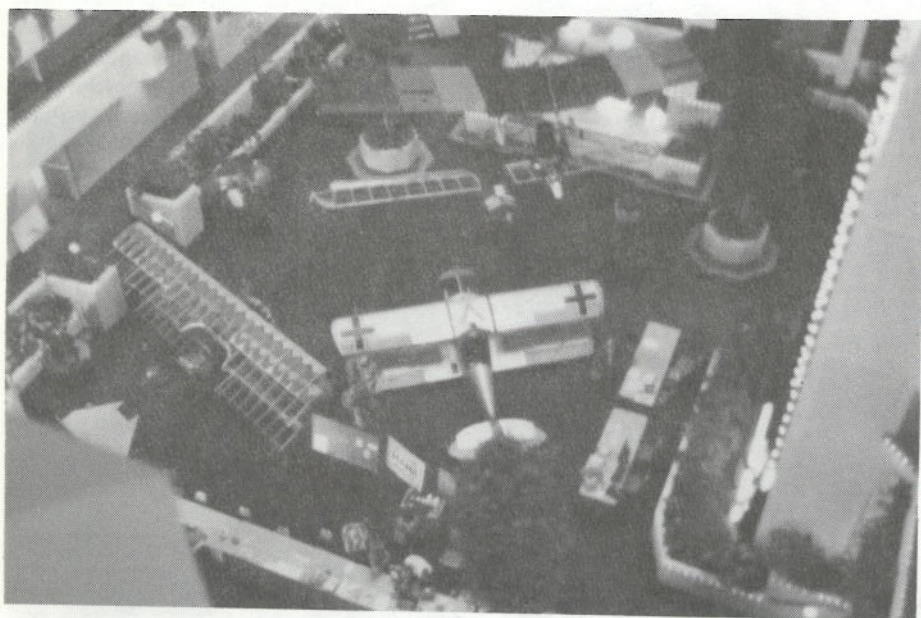
Luncheon and dinner speakers, in addition to Engen, covered a wide range including the story of the escape from a World War II POW camp by Tom Watt, director of the Aviation Branch, Alberta Transportation; a film and information on the Experimental Aircraft Association by Paul Poberezny, president of EAA from Oshkosh, Wisc.; the importance of aerospace/aviation education by Don Clausen, Aviation Education, FAA; and the shuttle presentation by Major James C. Adamson, NASA astronaut. Dr. Jerald

Cockrell, Cockrell Aviation Training, Anchorage, Alaska, conducted sessions on stress management and judgment and proved to be an extremely entertaining as well as informative speaker.

A better understanding of the problems and concerns affecting all facets of the aviation industry was gained through listening sessions, forums, and business meetings. And participants gleaned a great deal of useful information by their attendance at concurrent sessions which ran the gamut from technical information at the mechanics and ag seminars through topics of more general interest.

Without the willingness of a small army of volunteers to participate in such a project, a Conference of this type would be impossible to organize. On behalf of the Montana Aeronautics Division, our appreciation goes out to Steve Vold and Jess Apedaile, chairman and co-chairman of the Conference Committee, and to those who worked so closely and well with them. We would also like to express our appreciation to the many speakers who freely gave of their time and talent in sharing their expertise with Montana's aviation community.

The Committee is presently working to set a definite date and place for the 1987 Conference. We will keep you informed.



The Atrium Lobby at the Plaza Holiday Inn held an exhibit of aircraft provided by the Billings EAA chapter. An ultralight belonging to Martin Elshire was suspended above.

CALENDAR

May 8 - FAA Airport Development Project Seminar, Colonial Inn, Helena. Contact Susan Flood at FAA, 449-5271, in Helena for more information.

May 24 - Bozeman Air Show. Featuring the Thunderbirds.

May 31 - Flying Farmers President's Fly-In at Al Schmitt's, Frazer. Call 392-5724 for more information.

June 7 - Montana/Alberta Flying Farmers Fly-In at Del Bonita.

June 13 - 15 - Tri-States Flying Farmer Convention, Couer d'Alene, Idaho.

June 14 - 22 - F-M Airshow '86, North Dakota. Celebrating the grand opening of Hector Field Passenger Terminal at Fargo-Moorhead. Call 1-800-732-2422, #155, for more information.

June 21 - Kummerfeldt/Ogglesby Flying Farmer Fly-In. Call Frank Kummerfeldt at 785-4361 for more information.

June 28 - Flying Farmer Queen's Fly-In, Cut Bank. Call Phyllis Sammons at 873-2626.

July 4 - 6 - MPA Fly-In at Sondreson Airstrip. More details to follow.

July 12 - First Annual Airplane Rummage Sale, Kalispell City Airport. Sponsored by Flathead Hangar of the MPA.

July 18 - 20 - Schafer Meadows Work Session.

Aug. 1 - 8 - EAA Fly-In, Oshkosh, Wisc.

Aug. 17 - Helena Air Show. Featuring the Thunderbirds.

Sept. 19 - 21 - Mountain Search Pilot Clinic, Kalispell



Lewistown FSS Goes Part Time

The FAA has closed down the Lewistown Flight Service Station between the hours of 2200 and 0600 daily. No weather reporting or communications are available during these hours. Pilots should call Great Falls FSS at 1-800-874-4202 or Billings FSS at 1-800-824-7706 for weather briefings and filing (or closing) flight plans.

The Conference In Pictures . . .



The registration tables get organized early in the morning.



Billings Mayor Jim Van Arsdale welcomes participants to Billings.



Bill Yeager, administrative aide to Governor Schwinden, carried the Governor's greetings to the group.



Department of Commerce Director Keith Colbo makes opening remarks at the Thursday luncheon.



JoAnn Eisenzimer, Great Falls, receives a special commendation from Admiral Donald Engen for outstanding contributions and leadership in aviation/aerospace education.



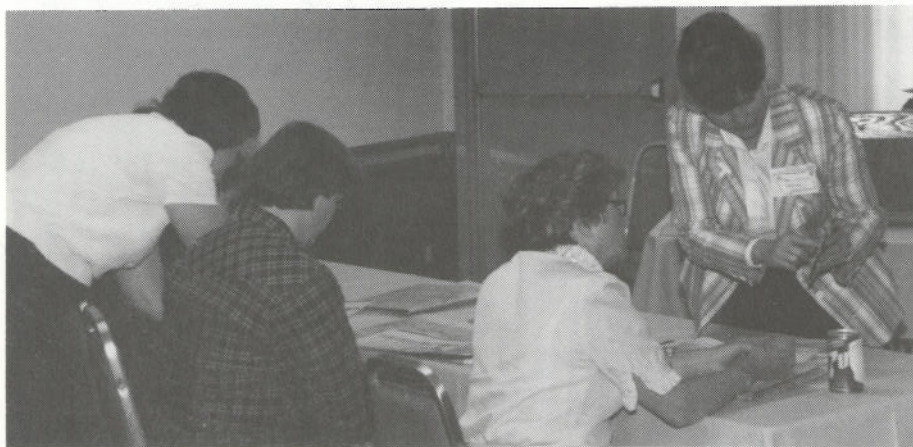
Admiral Donald Engen, FAA administrator, was keynote speaker for the kick-off luncheon. Here he presents Mike Ferguson with his Diplomas of Record from the International Aeronautic Federation for his record breaking trip from Honolulu to Oshkosh and from Oshkosh to Helena during the summer of 1985.



The Aeronautics Board held an open forum to listen to questions and concerns of the aviation community.



Tom Chapman (left), director, State Legislative Affairs, AOPA, and Ray Costello, regional AOPA representative, attend the Aeronautics Board meeting.



Patty Mitchell instructs a Flying Companion seminar session. Patty and other members of the Montana 99s taught the seminar during the Conference.



Bill Shea, University of North Dakota, discusses a point with Dave Kneedler of the Division staff during a session on airport improvements.



Serving on a panel on aerospace/aviation education were (from left) Don Clausen, FAA; Bill Shea, University of North Dakota; Bob Warner, NASAO; Noel Bullock, CAP. Chairing the panel was Dr. Jerry Cockrell (standing).



Dr. Jerry Cockrell signs an autograph for an admirer.



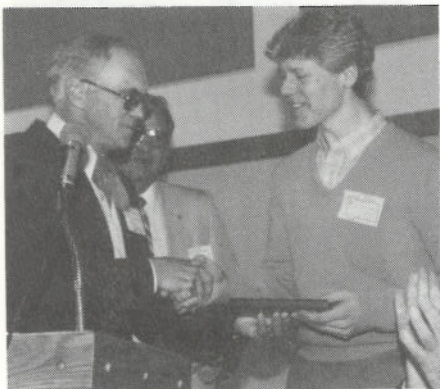
Grade school students from Huntley Project were brought to the Conference by their teacher, Kristy Bick who is also an Aerospace Teacher Workshop director. Here the kids sit in on the aviation education panel. They also got to meet and visit with Major Adamson and take home an autographed picture. Several other school groups also came to the Conference on Saturday to meet Major Adamson.



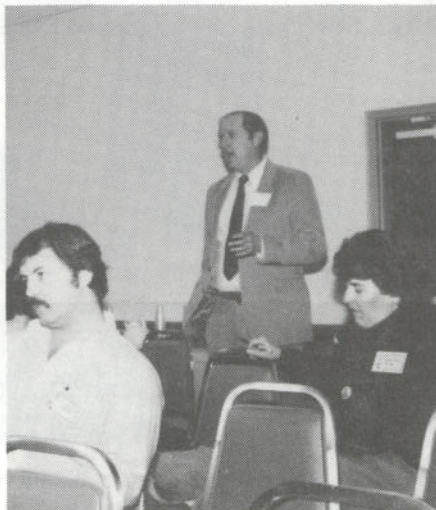
Mechanics seminar sessions were always filled with interested participants.



Tim Archer (left) and Bob Deets (right) of Teledyne Continental Motors congratulate George Tillitt, Forsyth, upon winning the drawing for starting motor during the Mechanics Seminar. Several companies donated prizes for the Mechanics Seminar and also as door prizes for luncheons and dinners.



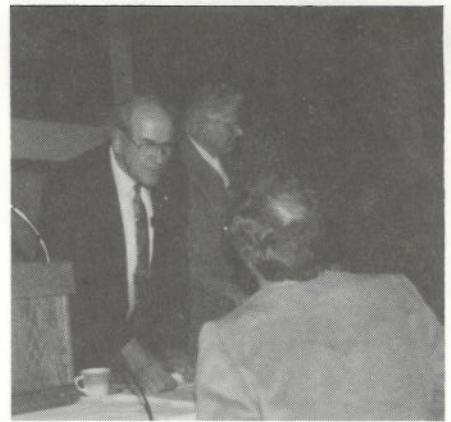
The Van De Riet Flight Training Scholarship is presented to Lloyd Pierson, Flathead County High School, by Ray Van De Riet. Lloyd's teacher at Flathead County High is Fred Naehrer.



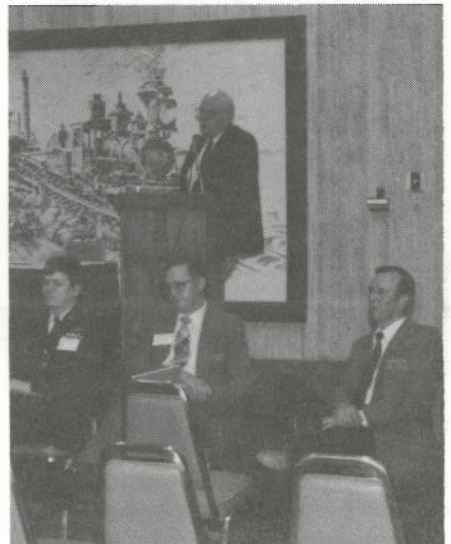
Rep. Ted Schye makes a comment during a Conference session.



Airport managers and other interested participants seem awfully serious during a session discussion.



EAA President Paul Poberezny stops for a word with an admirer following his address at the Friday night banquet. In the background is Lyndon Pomeroy.



An FAA listening session is chaired by Director Chuck Foster. Participating are (from left) Lt. Col. Robbie Linn, Jim Houghton, and Bob Taylor.



A quiet moment catches Tom Watt in discussion with Major Adamson.



Major Adamson was made an honorary member of the Montana Pilots Association. Here he is "pinned" by Mike Strand.



The Co-Pilot of the Year Award is presented to Brenda Spivey by Ray Van De Riet.



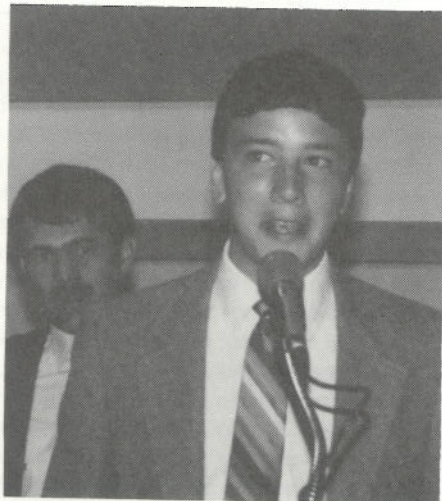
The Van De Riet Flight Safety Award went to Mike Ferguson.



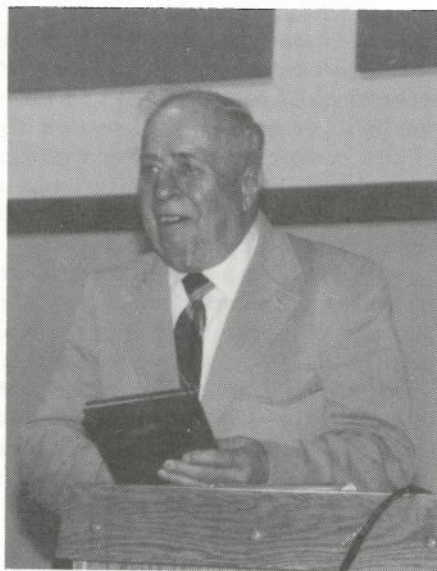
Proud owners of shuttle caps, Mike Ferguson and Steve Vold pose with Major Adamson who brought the caps with him from Houston.



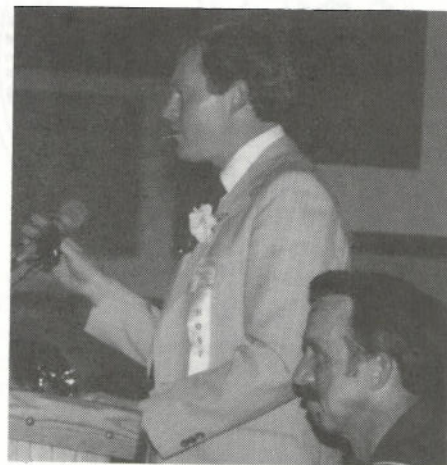
FBO of the Year is presented to Bill Rogers, Lewistown, by Steve Vold, outgoing MATA president.



Robert Blain, Billings, received the MPA's Junior Pilot of the Year Award. In the background is Tom Johnson, outgoing president of MPA. New MPA president is Russ Dahl, Glasgow.



Senior Pilot of the Year is Chet Severson, Kalispell.



Conference Chairman Steve Vold was honored for his efforts with a special commemorative plaque. His co-chairman, Jess Apedaile, was also honored with a plaque. Presentations were made by Mike Biggerstaff, new president of MATA.

SAR Activity Since February

By: Fred Hasskamp, Chief
Safety and Education Bureau

Nine ELT reports were received. Six of the ELT reports were inadvertent activations, one was turned off before it could be located, one resulted from a landing incident, and the other ELT signal was the result of a crash. It was located utilizing our homer equipped T-41B Cessna.

Other search and rescue related incidents were: a request for helicopter assistance by a sheriff's department (he was referred to the local FBO); a landing accident which occurred on an airport; and one flight plan that was not closed by the pilot.

Referring back to the crash/search noted above, there are some things that can be

learned from that tragedy. Unfortunately, this accident involved fatalities. However, one person was, no doubt, spared because the pilot (1) FILED A FLIGHT PLAN, (2) was on course, (3) made a position report while enroute, and (4) most importantly, the ELT functioned properly. Without the functioning ELT, in all probability the aircraft would not have been found until the snow melted later this spring.

Additional Frequency Change

In addition to the unicom frequency changes listed in the March issue of Montana and the Sky, the following runway light radio controller is activated by use of the 123.5 MHz frequency:

Anaconda.

Kalispell Remote Commissioned

NOTICE: The FAA has installed a new Remote Communications Outlet (RCO) on Blacktail Peak, west of Flathead Lake. The outlet is remoted to Great Falls FSS in 122.5 and should provide excellent radio communication coverage for pilots in the Flathead valley, Kalispell, and areas west.

2,500 copies of this public document were published at an estimated cost of \$.29 per copy for a total cost of \$718.40, which includes \$543.40 for printing and \$175 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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